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CHAPTER 2

AIRCRAFT CUSTODY/STATUS CHANGE (XRAY) REPORT
REPORT SYMBOL OPNAV 5442-1201. Function of the XRAY Report

The XRAY report is designed to record aircraft custody, status and service life factor changes which impact aircraft inventory management. The XRAY is the means of recording those changes from acceptance of the aircraft into the Naval inventory until the aircraft is stricken from the inventory. Paragraph 109 explains ACC prerogatives for varying the following XRAY reporting procedures. Timely and accurate reporting is essential for effective management. Reporting custodians will maintain XRAY files for the current and 3 previous years.

202. Submission Deadlines

Category 1 strike XRAYs must be submitted as of 2400 on the day of occurrence. All outstanding XRAY corrections and other XRAY transactions occurring between 0001 and 2400 hours on a given day must be reported prior to 1200 hours the next working day. The date of action reported on the XRAY will reflect the date the transaction occurred regardless of the date the XRAY report is actually transmitted. Aircraft will be held in a status only as long as the situation defined by the status code exists. Only correction XRAYs and change of location XRAYs require separate messages. All other XRAY transactions reported on the same day will be sent on one message regardless of action date or BUNO.

203. Inservice XRAY Reporting

Inservice XRAY reporting situations occur when an aircraft is in the physical custody of an activity which is not the reporting custodian of the aircraft. The most common situations occur when aircraft are in process of standard or special rework at a NADEP or commercial contract facility and reporting custody of the aircraft remains with the operating unit. The inservice (physical) custodian is assigned responsibility for submission of XRAYs on those aircraft in inservice (physical) custody. Aircraft are subject to inservice reporting however, any time a unit has physical and not reporting custody. For example, an operating unit deploys without its full complement of aircraft leaving part of its inventory in the physical custody of a non-deployed unit. Or, an aircraft in process of ferry becomes unflyable and is held in physical custody while awaiting return to flyable condition and continuation of the ferry mission.

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204. XRAY Message Format and Content

Message Outline

Precedence: Routine (for CONUS activities), priority (for Strike XRAYs and activities outside CONUS)

FROM: Name of message originator

TO: Action addressee

INFO: Information addressees

UNCLAS //N05442//

SUBJ: (Controlling Custodian) XRAY (Reporting Custodian) (Rpt. Ser. No.) OPNAV 5442-1

- A. Bureau Number (BUNO)
- B. Permanent Unit Code (PUC)
- C. Date of Action
- D. Action Code
- E. Status Code
- F. Model Designation
- G. Period Number
- H. Period End Date (PED)
- I. Extension Number (EXT)
- J. Strike/Damage Code
- K. Acceptance Date
- L. Aircraft Service Period Adjustment/Designated Special Depot Inspections (ASPA/PACE)
- M. Operating Service Months (OSM)
- N. Estimated Rework Completion Date
- O. Permanent Unit Code (PUC) of Inservice Activity
- P. Unit Received From/Command Code
- Q. Unassigned
- R. AV-3M Organization Code
- S. Operational Status Category Code
- T. Fleet Assigned Code
- U. Mid-Term
- V. Aircraft Location
- W-Y. Unassigned
- Z. Delete/Correct

Remarks:

Note: Paragraphs 205 through 207 provide detailed explanation of each element of the XRAY. All of the above elements are not required on each XRAY. See paragraph 208 and Table 2-4 for required elements by action code.

205. XRAY Message Report Heading

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Under NTP-3(H), all message transmission reports required by this directive meet the justification for electrical transmission during MINIMIZE. Accordingly, during MINIMIZE, the words "MINIMIZE CONSIDERED" will be placed in the special instruction block on the message form. Additionally, all narrative messages transmitted during MINIMIZE will include as the last sentence "Released by" followed by the rank/grade and name of the releaser.

- a. FROM: Title of activity originating XRAY report
- b. TO: Appropriate ACC (COMNAVAIRLANT, COMNAVAIRPAC,
COMNAVAIRESFOR, CNATRA,
COMNAVAIRSYSCOM, COMNAVAIRWARCEN)
Cognizant FUNCWING (NAVY, COMFAIRWESTPAC)
or
CG MAW (MARINE)
- c. INFO:

(1) Naval Aviation Depot Operations Center (NAVAVNDEPOTOPSCEN) and Naval Aviation Maintenance Office (NAVAVNMAINTOFF) are required information addressees on all XRAY reports.

(2) The following situations require the additional information addressees indicated:

(a). When deployed under Commander in Chief U.S. Atlantic Fleet (CINCLANTFLT) operational control, COMNAVAIRPAC and COMNAVAIRESFOR reporting custodians will info COMNAVAIRLANT. Conversely, COMNAVAIRLANT or COMNAVAIRESFOR reporting custodians under Commander in Chief U.S. Pacific Fleet (CINCPACFLT) operational control will info COMNAVAIRPAC.

(b). When on deployment, the COMCARAIRWING to which assigned.

(c). The appropriate CG FMF, MAG, and MALS on aircraft assigned to Marine Corps reporting custodians.

(d). Info CNO and NAVSEALOGCEN when reporting acceptance (action code A), reinstatement or strike of any Navy or Marine Corps aircraft, or correction of an XRAY report.

(e). Info COMNAVAIRSYSCOM (AIR 4121) when reporting strike of any aircraft.

(f). Commandant of the Marine Corp (CMC) when reporting strike of Marine Corps aircraft.

(g). CNO, (code 515) and NAVSEALOGCEN, (code 611) when reporting unit change of location, change of operational status category, change of fleet assignments, establishment or disestablishment.

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(h). Commander Fleet Air Western Pacific (COMFAIRWESTPAC) when assigned in the Western Pacific (WESTPAC) geographical area.

(i). Commander Fleet Air Mediterranean (COMFAIRMED) when assigned in the Mediterranean geographical area.

(j). When reporting receipt (action code F) or gain (action code G) of an aircraft:

1. ACC from which aircraft received.
2. FUNCWING/TYPEWING from which aircraft received.
3. COMFAIR from which aircraft received (if applicable).
4. Reporting custodian from which aircraft received.
5. CG MAW from which aircraft received (if applicable).
6. Marine Aircraft Logistics Squadron (MALS) from which aircraft received (if applicable).

(k). Inservice XRAYs will include the reporting custodian of the aircraft.

(l). When COMNAVIAIRSYSCOM is reporting loan of an aircraft to a non-naval activity:

1. ACC from which aircraft received.
2. FUNCWING/TYPEWING from which aircraft received.
3. COMFAIR from which aircraft received (if applicable).
4. Reporting custodian from which aircraft received.
5. CG MAW from which aircraft received (if applicable).
6. MALS from which aircraft received (if applicable).

Note: CINCLANTFLT, CINCPACFLT, CINCUSNAVEUR, COMNAVRESFOR and Chief of Naval Education and Training (CNET) are not addressees on XRAY reports.

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206. XRAY Message Report Subject Line

The XRAY subject line will always contain the following five items of information:

a. Abbreviated title of the ACC of the aircraft being reported (e.g., LANT, PAC, CNARF, CNATRA, NASC T&E, NASC STF or NASC FS).

b. XRAY.

c. The unit designation of the reporting custodian of the aircraft (e.g., VF-1, VFA-131, VMA(AW)-224 or HMM-161).

d. Serial number. XRAY reports will be serialized and submitted in sequence. Serial numbers will be three digits, starting with 001 for the first message date-time-group of the new calendar year, regardless of the XRAY date of action, and running through 999. If 999 is reached prior to the end of the calendar year, the series will recommence with serial number 001. Reporting custodians with aircraft under more than one permanent unit code (PUC) will maintain a separate serial number series for each PUC. Detachments which disestablish and re-establish within the same calendar year will report the next serial number, not recommence with serial 001. Do not assign serial numbers out of sequence. If a serial number is not used, notify the ACC of the omission by naval message. NADEPs and commercial rework activities reporting XRAYs will use a separate serial number series for each ACC.

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NOTE: A correction XRAY will require the word "CORRECTION" in the subject line and will use the same serial number as XRAY in error.

207. XRAY Data Item Description

a. A - Bureau Number (BUNO). Enter the six digit BUNO of the aircraft being reported.

b. B - Permanent Unit Code (PUC). Enter the six digit code assigned to the reporting custodian of the aircraft being reported.

Note: Units operating aircraft under more than one ACC will be assigned a PUC for each ACC/reporting custodian situation. The PUC corresponding to the aircraft being reported must be carefully selected. Occasionally training exercises will cause fabricated XRAY transactions to be generated to simulate the exercise scenario. To prevent processing of such transactions by ACCs, the word "EXERCISE" will be entered in this data item. Exercise XRAYs will not be entered on the aircraft record "A" card and are not subject to aircraft accounting audit reporting.

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c. C - Date of Action. Enter the month, day and year of the actual occurrence of the transaction being reported using a six digit date (e.g., 062692 for 26 June 1992).

d. D - Action Code. Enter the action code from Table 2-1 which best describes the transaction being reported.

e. E - Status Code. Report the complete three digit status code that best describes the status of the aircraft. Table 2-2 lists all status codes applicable to XRAY transactions. Table 2-3 lists acceptable action code/status code combinations.

f. F - Model Designation. Report the complete model designation, including the dash, of the aircraft being reported (e.g., FA-18C, F-14A, EA-6B, CH-53E, etc.). Note: Do not add slashes or plus signs to model designations (e.g., F/A-18C will be reported as FA-18C.

g. G - Period Number. XRAYs submitted on aircraft undergoing a standard service life, i.e., those listed in reference (b) as subject to Standard Depot Level Maintenance (SDLM), Standard Depot Level Maintenance/Crash Damage (SDLM/CRDAM), Standard Depot Level Maintenance/Conversion in Lieu of Procurement (SDLM/CILOP) and Air Worthiness Inspection (AWI), will reflect a period number which represents the period in which the aircraft is serving or last served. If not currently in operating status the period number will change only when the aircraft commences a new operating service period following standard rework or delivery from new production. The period is reported as a 3 digit number which will include high order position zeroes (e.g., express operating service period number three as "003"). Paragraph 116 contains instructions on the identification of period number. EXCEPTIONS: XRAYs submitted on new production (those aircraft awaiting first delivery to an operating command), aircraft which are not subject to SDLM (e.g., FA-18A, FA-18B, FA-18C, FA-18D, AV-8B and TAV-8B) and those aircraft in the "non-standard service life" categories listed below will always be reported as "000" in item G. Non-standard service life aircraft include:

(1) Aircraft models listed in reference (b) not subject to operating service period criteria.

(2) Aircraft in contractor held or loaned status.

(3) Drone and experimental models (i.e., "Q" and "X" model designation prefixes).

h. H - Period End Date (PED). Enter the month and year the current operating service period reported in item G is projected to be completed or was completed. PED is projected based on the peacetime planning factors, or number of operating service months and/or flight hours specified in reference (b). To determine the

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PED, add the OSP for the model designation contained in reference (b) to the month and year the period commenced. Do not count the month the period commences but do count the month the period terminates. The PED computation chart (Table 2-5) is provided to assist in computation of PED. Express PED as a four digit number (e.g., January 1990 as "0190," June 1993 as "0693"). ASPA deferrals adjust the current PED month and year by the number of months deferred. For those aircraft granted extensions under reference (b), PED remains unchanged until completion of the extended operating service period at which time PED is adjusted to correspond to the month and year of period termination.

EXCEPTIONS: The PED entry for new production, stricken, non-standard service life, contractor held and aircraft received into NASC FS custody will be as follows:

- (1) Upon acceptance of new production aircraft, report the month and year of acceptance until the delivery process is completed and the aircraft is placed in operating, "contractor held" or loan status.
- (2) For stricken aircraft regardless of strike category, report month and year of strike action.
- (3) For non-standard service life aircraft, report PED as "0000" (e.g., "Q" and "X" prefix model designations, aircraft on loan).
- (4) For Research, Development, Test & Evaluation (RDT&E) aircraft idle over 30 days due to projects, submit waiver requests to COMNAVAIRWARCEN code 23 for authorization to adjust PED based on the unused portion of the operating period.
- (5) Aircraft received into NASC FS controlling custody for the purpose of storage will have PED reported as month and year of the receipt action (action codes "R" or "F").
- (6) Those aircraft whose depot maintenance requirements are satisfied by special rework and are not subject to SDLM will report PED as "0000" (e.g., FA-18A, FA-18B, FA-18C, FA-18D, AV-8B and TAV-8B) except on "S" action XRAYS, when PED will reflect month and year of action date. Aircraft in "Contractor held" or Loaned status will be reported as "0000".
- (7) Those aircraft resuming an operating service period after special rework accomplished at the depot site (involving 30 days or more of physical custody), or storage at NASC FS activities, will compute PED based on the unused portion of the operating service period in which the aircraft was serving upon arrival for special rework or storage. PED will change the number of months the aircraft was in storage or physically located at the depot site for special rework (unless aircraft was physically located at depot site for less than 30 days (date of arrival for

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special rework counts as no day and date of departure counts as one day). The month of arrival at depot site for special rework or NASC FS site for storage counts as no month and the month of departure counts as one month. EXCEPTION: If an aircraft arrives at depot site on the first day of a 31-day month, and leaves on the thirty-first day, the PED is not changed even though days at depot site are 30, since month has not changed. Please note that days at depot site are not accumulative. Each occurrence is separate.

i. I - Extension Number (EXT). Under reference (b), extensions of operating service period are authorized only for aircraft not subject to the ASPA or PACE programs. When authorized, enter the two digit number of the extension (e.g., 01, 02, etc). Initiation of an extension will require an XRAY report using action code "X", EXT "01", even though no other reportable change occurred. Extension will commence on the first day of the month following the expiration of the PED reported in item H. Report of extension does not alter PED. Extension is not reported on XRAYs relating to aircraft in SDLM, NASC FS custody, in process of strike or in non-standard service life situations.

j. J - Strike/Damage Code. The strike or damage code selected from Table 2-6 describes the strike or damage situation. Item J will be reported on all strike transactions regardless of strike category. For aircraft sustaining lesser damage and subject to depot maintenance, either SDLM/Crash Damage or special rework repair, item J will be reported with the appropriate damage code. The damage code will be reported only on the XRAY initially reporting the aircraft in the appropriate SDLM/Crash Damage or Special Rework Repair status (i.e., F30, FC0, E3_, EC_, D30, H30, HC0, I30, IC0, G30 or A_2).

k. K - Acceptance Date. The XRAY report will include item K only on acceptance into the Naval inventory, reinstatement or receipt of an aircraft from another ACC. Express acceptance date (month, day, year) as a six digit number (e.g., 14 December 1991 as "121491"). Report the date the Navy originally accepted the aircraft. The acceptance date for new production aircraft is recorded on the "Material Inspection and Receiving Report" (DD-250) or, for aircraft which have been in service, the "Aircraft Inventory Logbook" (old DD-780, canceled 31 Aug 1982, replaced by OPNAV 4790/19). Typically, the acceptance date is recorded as the first entry with signature on the "Aircraft Inventory Record" (DD-780-3) page or the "Aircraft Inventory Record Certification and Record of Transfer" (OPNAV 4790/104). In the case of reinstatement of a previously stricken aircraft or receipt of a used aircraft from another service or source, refer to the accompanying aircraft logbook or records and report the date of original acceptance. If a record of acceptance date is unavailable, report date of receipt by the Navy. EXCEPTION: NAVAIR FS.

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1. L - Aircraft Service Period Adjustment/Paint And Corrosion Evaluation (ASPA/PACE)

(1) ASPA evaluates the material condition of aircraft at or near PED for eligibility to operate beyond the operating service period prescribed in reference (b). Decisions to defer standard rework require adjustment of PED/OSM. Decisions not to defer standard rework require termination of operating service period and induction into standard rework.

(2) Paint and Corrosion Evaluation (PACE). The PACE program was developed to meet the specific needs of the F/A-18 series aircraft. For lot 10 and subsequent aircraft, an OSP, has been established of 48 months. At the end of the OSP, a PACE will be performed within a window, 6 months prior to or 90 days after the Planned Inspection Date (PID). Aircraft passing PACE will receive a 12 month adjustment to the PID. Aircraft lot 9 and prior will be inducted into the PACE program and begin a 48 month OSP once they have completed the Modification, Corrosion and Paint Program (MCAPP). Aircraft failing PACE may fly to 90 days after the PID, at which time the aircraft shall be grounded until completion of MCAPP.

(3) Item L is used for reporting ASPA or PACE position and scheduled inspection dates on aircraft in depot level inspection programs.

(a) The first two positions of item L (XX0000) indicate the ASPA/PACE increment (first, second, etc. inspection refers to number of ASPA/PACE inspections since last SDLM/MCAPP or since new if aircraft has not yet undergone SDLM/MCAPP) and are determined in accordance with the following table (the last four positions are always reported as "0000" for ASPA aircraft or as the month and year of PID for PACE aircraft).

	First Inspection	Second Inspection	Third Inspection	Subsequent Inspection*
Scheduled for ASPA/PACE Have not reached the inspection process	11	21	31	_1
In-process of ASPA/PACE Aircraft preparation, inspection, reassembly, ACC action (deferral or non-deferral)	10	20	30	_0
ASPA/PACE Inspection Non-Deferral	19	29	39	_9
ASPA/PACE Inspection Deferral	91	92	93	9_
* For subsequent inspections, use the number of the inspection in the blank position (e.g., 5 for fifth, 6 for sixth).				

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(4) Once an aircraft is reported in the ASPA program, data will be reflected in item L of all XRAYs requiring reporting of this item until termination of the aircraft's operating service period. Aircraft under the PACE program will always reflect data in item L of all XRAYs requiring reporting of this item as long as the model designation remains in the program.

m. M - Operating Service Months (OSM). Report a three digit numeric entry in item M as follows:

(1) Report the total accumulation of OSM as of the end of the month and year reported in item H (PED) for aircraft undergoing a standard service life. Since PED normally represents a future date for aircraft currently serving in an operating period, the OSM will represent the expected accumulation of operating service months when the PED is reached.

(2) OSM will be reported as "000" for XRAYs submitted on aircraft in the non-standard service life categories listed below:

(a) Aircraft models listed in reference (b) as not subject to operating service period criteria (e.g., FA-18A, AV-8B, TAV-8B). EXCEPTION: If aircraft is stricken, OSM as of strike month and year will be reported.

(b) Aircraft in "contractor held"/loan status.

(c) Drone and experimental models (i.e., "Q" and "X" model designation prefixes).

(d) New production aircraft awaiting first delivery to an operating command.

(3) OSM for ASPA deferral aircraft will be predicted by increasing the currently reported OSM by the number of months deferred in conjunction with item H.

n. N - Estimated Rework Completion Date. This item will be included only on those XRAYs which show an aircraft as undergoing a standard or special rework process (status codes A_2, D__ or G__). It will be omitted from all other XRAYs. The date reported will indicate the estimated completion date of the rework (including test flight, however, aircraft will be removed from special rework status on completion). If the most recently reported rework completion date changes by 2 or more days, an XRAY will be submitted to report the revised estimate. Report this date as MMDDYY (e.g., 11 June 1991 as "061191").

o. O - Permanent Unit Code (PUC) of the Inservice Activity. This item is required on inservice XRAYs only. Report the PUC of the inservice (physical) custodian of the aircraft. (See appendix B).

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p. P - Unit Received From/Command Code. This item is reported only on XRAYs reporting receipt of aircraft (Action codes F, G, R or Y). Report the unit designation of the reporting custodian from which the aircraft was received and the two digit command code of the activity (e.g., VF-11/10, HMM-162/11, VFA-125/20, VP-60/30 or NADEP North Island/70).

Command Codes:

LANT NAVY 10
LANT MARINE 11
PAC NAVY 20
PAC MARINE 21
CNARF NAVY 30
CNARF MARINE 31
CNATRA 40
NASC T&E 50
NASC STF 60
NASC FS 70
Miscellaneous 90

q. Q - Unassigned.

r. R - AV-3M Organization Code. Report the reporting custodian's AV-3M organization code only on XRAYs reporting unit establishment, disestablishment, location change, operational status category code change or fleet assigned code change.

s. S - Operational Status Category Code. Operational status category code will be reported whenever a change occurs. Specific guidelines for reporting operational status category code changes are found in paragraph 209. Table 2-7 lists and defines each operational status category code.

t. T - Fleet Assigned Code. Item T will be reported when reporting custodians are operationally reassigned between fleets. Changes to fleet assigned codes normally occur in conjunction with operational status category code changes and unit location changes. Specific guidelines for reporting a change in fleet assignment are found in paragraph 209. Table 2-8 lists and defines each fleet assigned code.

u. U - Mid-term. This item is reported only on aircraft entering mid-term inspection and correction of critical defects/corrosion repair. Reporting custodians, NADEPs and commercial rework facilities will report item U on aircraft enroute to mid-term in the initial inservice XRAY submitted by the rework facility. Item U will be reported as "M1" for the first mid-term within the current operating service period (Item G). Subsequent mid-terms within the current operating service period will be reported as "M2", "M3", etc.

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v. V - Aircraft Location. An entry in item V is required on each XRAY report except part 1 location change. Enter name of the ship, station or facility where the aircraft is physically located. Do not include activity designation or ship type and hull number (e.g., CV-62, USS, NAS, NAF, or MCAS). Report as Miramar, Cecil, Lemoore, Oceana, Rota, Sigonella, Vinson, Midway, etc.

(1) For aircraft enroute by airlift (i.e., status codes F10 through F50, I10, I30, I40, or CA0) enter destination ship, station, or facility.

(2) For aircraft enroute by surface lift transport (i.e., status codes FA0 through FE0, IA0, IC0, ID0, and CA0), report the name of the ship when aboard ship or the destination if transport is by truck.

(3) When movement of enroute aircraft has been interrupted 48 hours or more, report the actual aircraft physical location.

w. W,X,Y - Unassigned.

x. Z - Delete/Correct. Item Z is used for correction of erroneous XRAYs. Delete/Correct procedures are covered in paragraph 210.

y. Remarks. Paragraph 208 lists specific remarks required by action code. Do not report as unknown.

208. OPNAV XRAY Content by Action Code.

"XRAY Message Format and Content" (Paragraph 204) and "XRAY Data Item Description" (Paragraph 207) describe XRAY data items. The following examples and the matrix in Table 2-4 amplify for each action code: items always required; items reported only when content has changed from information previously reported and items not reported. Examples include explanations of situations in which each type action code will be used, with guidance on XRAY items in parentheses.

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a. Action Codes always associated with reporting custody and, if applicable, controlling custody change (action codes A, F, G, R and Y)

(1) "A" - Acceptance action. Used to report the acceptance of new production aircraft into the naval inventory. Acceptance actions are normally reported only by NASC FS reporting custodians. Use action code "Y" to report reinstatement of previously stricken aircraft or aircraft acquired from other services.

(a) Required XRAY items.

- A. BUNO
- B. PUC
- C. Date of Action
- D. Action Code "A"
- E. Status Code (Allowable status codes: BX0, BA0 or VF0)
- F. Model Designation
- G. Period Number (Always "000")
- H. PED (Month and year of Item C)
- K. Acceptance Date
- M. OSM (Always "000")
- V. Aircraft Location

Remarks: XRAY Serial Number/Date Time Group (DTG) of previous XRAY, Local Time of Acceptance, Movement Directive (ATO/Priority Assignment), other amplifying remarks as appropriate.

(b) XRAY item reported only if error is discovered on information previously reported.

Z. Delete/Correct

(c) XRAY items not reported:

- I. EXT
- J. Strike/Damage Code
- L. ASPA/PACE
- N. Estimated Rework Completion Date
- O. PUC of Inservice Activity
- P. Unit Received From/Command Code
- R. AV-3M Organization Code
- S. Operational Status Category
- T. Fleet Assigned Code
- U. Mid-term

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(2) "F" - Receipt at the end of an operating service period. Used only by NASC FS reporting custodians to report the receipt of aircraft returned for Standard Rework (SDLM), storage or retirement at the end of an operating service period. Use of action code "F" requires adjustment of PED to the month and year of the date of action and adjustment of OSM to reflect total operating service months expended in service life as of PED. If preceded by "E" action XRAY reported by operating unit prior to the decision to change reporting custody, PED and OSM will remain unchanged.

(a) Required XRAY items.

- A. BUNO
- B. PUC
- C. Date of Action
- D. Action Code "F"
- E. Status Code (allowable status codes: D__, E__, F__, J__, M__, N__, W__, P__, Y__, S20, S30, S40 or R00)
- F. Model Designation
- G. Period Number
- H. PED
- M. OSM
- P. Unit Received From/Command Code
- V. Aircraft Location
- Remarks: XRAY serial number/DTG of previous XRAY, Local time of custody change and movement directive (ATO/Priority Assignment), other amplifying remarks as appropriate.

(b) XRAY items reported only when item content is different than information previously reported.

- J. Strike/Damage Code
- N. Estimated Rework Completion Date
- Z. Delete/Correct

(c) XRAY items not reported.

- I. EXT
- K. Acceptance Date
- L. ASPA/PACE
- O. PUC of Inservice Activity (required if aircraft inservice)
- R. AV-3M Organization Code
- S. Operational Status Category
- T. Fleet Assigned Code
- U. Mid-term

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(3) "G" - Receipt at start of operating service period. Used by reporting custodians of LANT, PAC, CNARF, CNATRA, NASC T&E and NASC STF to report receipt of an aircraft which is beginning (not resuming) an operating service period. The use of the "G" action code occurs on receipt of new production aircraft or aircraft returning from standard rework (SDLM) or MCAPP.

(a) Required XRAY items.

- A. BUNO
 - B. PUC
 - C. Date of Action
 - D. Action Code "G"
 - E. Status Code (Allowable status code: A__)
 - F. Model Designation
 - G. Period Number
 - H. PED
 - K. Acceptance Date (when received from another ACC)
 - L. ASPA/PACE (PACE aircraft only)
 - M. OSM
 - P. Unit Received From/Command Code
 - V. Aircraft Location
- Remarks: XRAY serial number/DTG of previous XRAY, local time of custody change and movement directive (ATO/Priority Assignment), if received from another ACC, report flight hours in period and flight hours in life, other amplifying remarks as appropriate.

(b) XRAY items reported only when item content is different than information previously reported.

- O. PUC of Inservice Activity (required if aircraft inservice).
- Z. Delete/Correct

(c) XRAY items not reported.

- I. EXT
- J. Strike/Damage Code
- N. Estimated Rework Completion Date
- R. AV-3M Organization Code
- S. Operational Status Category
- T. Fleet Assigned Code
- U. Mid-term

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(4) "R" - Receipt other than start or completion of operating service period (action codes "G" or "F"). Used by reporting custodians of all ACCs.

(a) Required XRAY items.

- A. BUNO
- B. PUC
- C. Date of Action
- D. Action Code "R"
- E. Status Code (appropriate status code)
- F. Model Designation
- G. Period Number
- H. PED
- I. EXT (if applicable)
- K. Acceptance Date (when received from another ACC)
- L. ASPA/PACE (OPTIONAL NAVAIR FS)
- M. OSM
- P. Unit Received From/Command Code
- V. Aircraft Location

Remarks: XRAY serial number/DTG of previous XRAY, local time of custody change and movement directive (ATO/Priority Assignment), if received from another ACC, report flight hours in period and flight hours in life, other amplifying remarks as appropriate.

(b) XRAY items reported only when item content is different than information previously reported.

- J. Strike/Damage Code
- N. Estimated Rework Completion Date
- O. PUC of Inservice Activity (required if aircraft inservice)
- U. Mid-term
- Z. Delete/Correct

(c) XRAY items not reported.

- R. AV-3M Organization Code
- S. Operational Status Category
- T. Fleet Assigned Code

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(5) "Y" - Reinstatement. Used only when reporting the reinstatement of a previously stricken aircraft or the addition of a used (not new production) aircraft to the naval inventory.

(a) Required XRAY items.

- A. BUNO
 - B. PUC
 - C. Date of Action
 - D. Action Code "Y"
 - E. Status Code (appropriate status code)
 - F. Model Designation
 - G. Period Number
 - H. PED
 - I. EXT (if applicable)
 - K. Acceptance Date (use original acceptance date when known, otherwise use date of action (Item C))
 - L. ASPA/PACE (OPTIONAL NAVAIR FS)
 - M. OSM
 - P. Unit Received From/Command Code
 - V. Aircraft Location
- Remarks: XRAY serial number/DTG of previous XRAY, local time of reinstatement and reinstatement authority directive, if received from another AAC, report flight hours in period and flight hours in life, other amplifying remarks as appropriate.

(b) XRAY items reported only on reinstatement to restore appropriate information that existed prior to strike action.

- J. Strike/Damage Code
- N. Estimated Rework Completion Date
- O. PUC of Inservice Activity (required if aircraft inservice)
- U. Mid-term
- Z. Delete/Correct

(c) XRAY items not reported.

- R. AV-3M Organization Code
- S. Operational Status Category
- T. Fleet Assigned Code

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b. Action codes which do not report change in reporting custody (action codes E, H, M, S, and X).

(1) "E" - End of operating service period. Used only by reporting custodians of LANT, PAC, CNARF, CNATRA, NASC T&E and NASC STF to report termination of an operating service period or induction of aircraft into PACE. Use of action code "E" (except PACE aircraft) requires adjustment of PED to the month and year of the date of action and adjustment of OSM to reflect the total operating service months expended in service life of the aircraft as of PED. Please note: action code "E" is used only once to report period termination.

(a) Required XRAY items.

- A. BUNO
 - B. PUC
 - C. Date of Action
 - D. Action Code "E"
 - E. Status code (allowable status codes: D__, E__, F__, or J__)
 - F. Model Designation
 - G. Period Number
 - H. PED
 - M. OSM
 - V. Aircraft Location
- Remarks: XRAY serial number/DTG of previous XRAY, other amplifying remarks as appropriate.

(b) XRAY items reported only when item content is different than information previously reported.

- J. Strike/Damage Code
- L. ASPA/PACE (report when aircraft fails ASPA and cannot be immediately inducted into SDLM)
- N. Estimated Rework Completion Date
- O. PUC of Inservice Activity (required if aircraft inservice)
- Z. Delete/Correct

(c) XRAY items not reported.

- I. EXT
- K. Acceptance Date
- P. Unit Received From/Command Code
- R. AV-3M Organization Code
- S. Operational Status Category
- T. Fleet Assigned Code
- U. Mid-term

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(2) "H" - Start of an operating service period. Used by reporting custodians of LANT, PAC, CNARF, CNATRA, NASC T&E and NASC STF to report an aircraft that has completed standard rework (SDLM) or MCAPP and is beginning (not resuming) an operating service period. No change in reporting or controlling custody occurs.

(a) Required XRAY items.

- A. BUNO
- B. PUC
- C. Date of Action
- D. Action Code "H"
- E. Status Code (appropriate A__ status)
- F. Model Designation
- G. Period Number
- H. PED
- L. ASPA/PACE (PACE aircraft only)
- M. OSM
- V. Aircraft Location

Remarks: XRAY serial number/DTG of previous XRAY, local time of custody change and movement directive (ATO/Priority Assignment), other amplifying remarks as appropriate.

(b) XRAY items reported only when item content is different than information previously reported.

- O. PUC of Inservice Activity (required if aircraft inservice)
- Z. Delete/Correct

(c) XRAY items not reported.

- I. EXT
- J. Strike/Damage Code
- K. Acceptance Date
- N. Estimated Rework Completion Date
- P. Unit Received From/Command Code
- R. AV-3M Organization Code
- S. Operational Status Category
- T. Fleet Assigned Code
- U. Mid-term

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(3) "M"- Model designation change. Used to report change in model designation if the aircraft undergoes conversion because of depot level maintenance involvement, SDLM/CILOP (standard rework) or conversion (special rework). The new model designation will be entered in item "F" on the first and subsequent XRAYs reporting the aircraft entering the conversion process. If the model designation change is directed by administrative action (no depot rework involved) retain in the status code previously reported.

(a) Required XRAY items.

- A. BUNO
- B. PUC
- C. Date of Action
- D. Action Code "M"
- E. Status Code (allowable status code: depot rework, D40, or/administrative action, status code previously reported)
- F. Model Designation
- V. Aircraft Location
- Remarks: XRAY serial number/DTG of previous XRAY and model designation change authority directive if administrative model designation change.

(b) XRAY items reported only when item content is different than information previously reported.

- G. Period Number
- H. PED
- I. EXT
- J. Strike/Damage Code
- L. ASPA/PACE
- M. OSM
- N. Estimated Rework Completion Date
- O. PUC of Inservice Activity (required if aircraft inservice)
- Z. Delete/Correct

(c) XRAY items not reported.

- K. Acceptance Date
- P. Unit Received From/Command Code
- R. AV-3M Organization Code
- S. Operational Status Category
- T. Fleet Assigned Code
- U. Mid-term

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(4) "S" - Strike. To be used only when reporting strike (status code 1S0, 2S0, 3S0, 4S0) of an aircraft. PED will be changed to month and year of item "C" and OSM will be changed to reflect the total operating service months in life. Ensure CNO (OP-515), COMNAVAIRSYSCOM (AIR-4121) and NAVSEALOGCEN (61) are info addressees on XRAY.

(a) Required XRAY items.

- A. BUNO
- B. PUC
- C. Date of Action
- D. Action Code "S"
- E. Status Code (only allowable status codes 1S0, 2S0, 3S0 or 4S0)
- F. Model Designation
- G. Period Number
- H. PED
- J. Strike/Damage Code
- M. OSM
- V. Aircraft Location
- Remarks: XRAY serial number/DTG of previous XRAY, local time of strike and authority for strike, other amplifying remarks as appropriate.

(b) XRAY items reported only if error is discovered on information previously reported.

Z. Delete/Correct

(c) XRAY items not reported.

- I. EXT
- K. Acceptance Date
- L. ASPA/PACE
- N. Estimated Rework Completion Date
- O. PUC of Inservice Activity (required if aircraft inservice)
- P. Unit Received From/Command Code
- R. AV-3M Organization Code
- S. Operational Status Category
- T. Fleet Assigned Code
- U. Mid-term

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(5) "X" - Other change. Use action code "X" on each XRAY where the use of action codes A, F, G, R, Y, E, H, M or S would be inappropriate. Action "X" is used by all reporting custodians. Location change, Part II "X" action XRAYs are addressed in paragraph 208b (6).

(a) Required XRAY items.

- A. BUNO
- B. PUC
- C. Date of Action
- D. Action Code "X"
- E. Status Code (as appropriate)
- F. Model Designation
- V. Aircraft Location
- Remarks: XRAY serial number/DTG of previous XRAY, other amplifying remarks as appropriate.

(b) XRAY items reported only when item content is different than information previously reported.

- G. Period Number
- H. PED
- I. EXT
- J. Strike/Damage Code
- L. ASPA/PACE
- M. OSM
- N. Estimated Rework Completion Date
- O. PUC of Inservice Activity (required if aircraft inservice)
- U. Mid-term
- Z. Delete/Correct

(c) XRAY items not reported.

- K. Acceptance Date
- P. Unit Received From/Command Code
- R. AV-3M Organization Code
- S. Operational Status Category
- T. Fleet Assigned Code

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(6) "X" - Part II of location change. When reporting location change upon embarkation or debarkation associated with extended deployments exceeding 30 days. An "X" action XRAY is required for each aircraft accompanying the unit location change. Location change part II XRAYs are not entered on the aircraft record "A" card and are not subject to the aircraft accounting audit report.

(a) Required XRAY items.

- A. BUNO
- B. PUC (should not change from information previously reported).
- C. Date of Action
- D. Action Code "X"
- E. Status Code (should not change from information previously reported).
- F. Model Designation (should not change from information previously reported).
- G. Period Number (should not change from information previously reported).
- H. PED (should not change from information previously reported).
- I. EXT (if applicable).
- L. ASPA/PACE (should not change from information previously reported).
- M. OSM (should not change from information previously reported).
- V. Aircraft Location

(b) XRAY items reported only when correction is required. Report in accordance with paragraph 210.

Z. Delete/Correct

(c) XRAY items not reported.

- J. Strike/Damage Code
 - K. Acceptance Date
 - N. Estimated Rework Completion
 - O. PUC of Inservice Activity
 - P. Unit Received From/Command Code
 - R. AV-3M Organization Code (reported in Part I - see paragraph 209f)
 - S. Operational Status Category (reported in Part I - see paragraph 209f)
 - T. Fleet Assigned Code (reported in Part I - see paragraph 209f)
 - U. Mid-Term
- Remarks:

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209. Reporting Custodian Establishment, Disestablishment, Location, Operational Status Category and Fleet Assigned Code Changes

Reporting custodian establishment, disestablishment, location, operational status category and fleet assigned code changes can be reported individually or in combination in the same XRAY report. The XRAY is required when a unit or detachment is established or disestablished or when the commanding officer or detachment officer in charge, with the unit's administrative functions, moves from one location to another location (e.g., shore to ship, ship to shore, ship to ship or one shore location to another shore location). Location change reports are submitted when the unit submits the Communication Guard Shift Message. In conjunction with location change, operational status category code and fleet assigned code are reported for extended deployments exceeding thirty days. Operational Status Category Code, and/or Fleet Assigned Code will not change for type training (TYT), weapons exercises (WEPEX), carrier qualifications (CARQUAL) or weapons tactics instruction (WTI). Location change is reported each time the unit changes location for any period of time. The report includes the XRAY Subject Line, (B) PUC, (C) Date of Action, (R) AV-3M Organization Code, (S) Operational Status Category Code (if operational status changes), (T) Fleet Assigned Code (if fleet assignment changes), and Remarks.

a. Reporting custodians are established or disestablished at the direction of the ACC. Assignment of PUC (Item B) and AV-3M Organization Code (Item R) will be made by the ACC as part of unit activation preparations. Once assigned, and regardless of any changes in the reporting custodian's mission, location, or administrative affiliation, PUC will never change. Reporting custodians with custody of aircraft under multiple ACCs will have a PUC assigned for each ACC/reporting custodian situation. XRAYs reporting establishment or disestablishment will include in remarks "Established/Disestablished (as appropriate) under (Authority/Directive) at (location)." CNO (OP-515) manages PUC assignments and the Navy Management Systems Support Office (NAVMASSO, Code 412) assigns AV-3M Organization Codes on ACC request.

b. Detachments are established by the ACC as reporting custodians of aircraft. The detachments as reporting custodians normally exist by assignment of aircraft for operations under a detachment officer in charge. Detachment establishment authority (ACC Configuration Directive) will be cited in remarks of the establishment XRAY report. Detachments are disestablished when the parent reporting custodian submits an XRAY reporting receipt (action code "R") of the detachment's aircraft into the parent unit's PUC. All detachments are responsible for meeting the requirements of this directive and references. LANT and PAC maintain PUCs for detachment assignment. CNARF maintains PUCs for establishment of reporting custodians in the event of mobilization.

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c. Operational status category code changes frequently occur with location change and will be reported in the following situations (see Table 2-7):

(1) Operational Status Category A, Deployed. Upon embarkation on an extended deployment aboard ship or to another station or facility outside CONUS, including Hawaii.

(2) Operational Status Category B, Work Up/Ready Duty Units. At 90 days prior to embarkation on an extended deployment either aboard ship or to another station or facility outside CONUS, including Hawaii.

(3) Operational Status Category C, Deployable Units. Deployable units on completion of extended deployment and not yet within 90 days of the next extended deployment.

(4) All other units fall within fleet readiness squadrons (i.e., Readiness Units, Operational Status Category D) or non-deployable units (i.e., Other Permanent Units, Operational Status Category E). Activities within operational status categories D and E rarely change.

d. Fleet assigned code changes are reported when reporting custodians are operationally reassigned between fleets. Change of fleet assigned code normally occurs in conjunction with change to unit location or operational status category code. Assignments to Sixth or Seventh Fleet (code 6 or 7) for deployment will not report transits through Second or Third Fleet (codes 2 or 3). Reporting custodians assigned to Second or Third Fleet operational control for extended operations or major exercises (greater than 30 days) will report Fleet Assigned Code as appropriate. Reporting custodians of CNARF will report fleet assigned code changes only on assignment under fleet assigned codes 2, 3, 6 or 7. Fleet assigned codes fall within the following categories (see Table 2-8):

(1) Fleet Assigned Code 2. Reporting custodians aboard ship for deployment or major exercises (greater than 30 days) under Second Fleet operational control (OPCON). Reporting custodians on deployments or major exercises (greater than 30 days) geographically located in the Gulf of Mexico, Caribbean Sea or South Atlantic theaters.

(2) Fleet Assigned Code 3. Reporting custodians aboard ship for deployment or major exercises (greater than 30 days) under Third Fleet OPCON. Reporting custodians on deployment or major exercises (greater than 30 days) geographically located in Eastern or Northern Pacific, including Hawaii.

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(3) Fleet Assigned Code 6. Reporting custodians aboard ship under Sixth Fleet OPCON. Reporting custodians on extended deployment (greater than 30 days) geographically located in the Mediterranean or North Atlantic theaters, excluding forward deployed (homeported) units.

(4) Fleet Assigned Code 7. Reporting custodians aboard ship under Seventh Fleet OPCON. Reporting custodians on extended deployment (greater than 30 days) geographically located in the Western Pacific or Indian Ocean theaters, excluding forward deployed (homeported) units.

(5) Fleet Assigned Code A. Those reporting custodians under CINCLANTFLT OPCON to include units not deployed and forward deployed (homeported) in the Atlantic area. Excludes reporting custodians under fleet assigned codes 2, 3, 6, or 7.

(6) Fleet Assigned Code P. Includes those reporting custodians under CINCPACFLT OPCON to include units not deployed and forward deployed (homeported) in the Pacific area. Excludes reporting custodians under fleet assigned codes 2, 3, 6 or 7.

e. Reporting custodians anticipating changes of location, operational status category or fleet assigned code will conduct advance liaison with FUNCWINGS, CVWs, CG MAWs or ACCs as appropriate, to verify code changes and report submission.

f. The following explains the XRAY items to be reported for establishment, disestablishment, change of location, operational status category or fleet assigned change. The Originator (From), To, Information addressees and Subject Line remain the same as the basic XRAY described in paragraph 205. The items to be reported are:

(1) XRAY items.

PART I

B. PUC

C. Date of Action

R. AV-3M Organization Code

S. Operational Status Category (report only on change or establishment)

T. Fleet Assigned Code (report only on change or establishment)

Z. Delete/Correct (if required)

Remarks: Established/Disestablished (as appropriate)

IAW (Authority/Directive) at _____; XRAY serial number/DTG of previous XRAY; Change Location From _____ To _____; Change Operational Status Category From _____ To _____; Change Fleet Assigned Code From _____ To _____.

PART II Aircraft location change will be reported under paragraph 208b(6).

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210. XRAY Correction Procedures. Cancellation of XRAY Message Reports are Not Authorized. If after submission an XRAY report is found to be in error (including communication error), correct not later than 1200 the day after the error is discovered:

a. If action or information addressees are in error, readdress the message to the required addressees.

b. If the subject line or remarks section contain errors, submit a message referencing the XRAY serial number and message date-time-group explaining necessary corrections.

c. If the XRAY contained an error in one or more data items, submit a delete/correct XRAY message containing the erroneous transaction to be deleted and the correct transaction. Use the same XRAY serial number as XRAY to be corrected and state the word "CORRECTION" after "XRAY" in the subject line. The first (delete) transaction must contain all data identical to the erroneous transaction plus the word DELETE in item Z. The second (correct) transaction will include the correct information in all data items plus the word CORRECT in item Z. Delete/correct XRAY reports will be addressed to the appropriate action and information addressees with the addition of CNO and NAVSEALOGCEN as info addressees.